

FLEXIBLE PAVEMENT NOTES

PAVEMENT REMOVAL AND REPLACEMENT

Pavement shall be mechanically sawed.

The replacement asphalt shall match the existing structural and friction courses for type and thickness.

The new base materials shall be either of the same type and composition as the materials removed or of equal or greater structural adequacy (See Index No. 304).

BACKFILL

COMPACTED AND STABILIZED FILL OPTION

Backfill material shall be placed in accordance with Section 125 of the Standard Specifications.

In Stage #1, construct compacted fill beneath the haunches of the pipe, using mechanical tamps suitable for this purpose. This compaction applies to the material placed beneath the haunches of the pipe and above any bedding.

In Stage #2, construct compacted fill along the sides of the pipe and up to the bottom of the base, with the upper 12" receiving Type B Stabilization. In lieu of Type B Stabilization, the Contractor may construct using Optional Base Group 3.

*** FLOWABLE FILL OPTION**

If compaction can not be achieved through normal mechanical methods then Flowable Fill may be used.

Flowable Fill is to be placed in accordance with Section 125 of the Specifications, as approved by the Engineer.

Do not allow the utility being installed to float. If a method is provided to prevent flotation from occurring, Stages #1 and #2 can be combined, if approved by the Engineer.

In Stage #1, place Flowable Fill midway up on both sides of the utility. Allow to harden before placing Stage #2.

In Stage #2, place Flowable Fill to the bottom of the existing base course.

RIGID PAVEMENT NOTES

PAVEMENT REMOVAL AND REPLACEMENT

High early strength cement concrete (3000 psi) meeting the requirements of Standard Specification 346 shall be used for rigid pavement replacement.

Pavement shall be mechanically sawed and restored to conform with existing pavement joints within 12 hours. (See Index No. 305)

GRANULAR BACKFILL

Any edge-of-street system that is removed shall be replaced with the same type materials. Any edge-of-street system that is damaged shall be repaired with methods approved by the Engineer.

Fill material shall be placed in accordance with the Standard Specifications. Fill material shall be special select soil in accordance with Index No. 305.

In Stage #1, construct compacted fill beneath the haunches of the pipe, using mechanical tamps suitable for this purpose. This compaction applies to the material placed beneath the haunches of the pipe and above any bedding.

In Stage #2, construct fill along the sides of the pipe and up to the bottom of replacement pavement.

*** FLOWABLE FILL OPTION**

If mechanical compaction can not be achieved through normal mechanical methods then Flowable Fill may be used.

Flowable Fill is to be placed in accordance with Section 125 of the Specifications, as approved by the Engineer.

Do not allow the utility being installed to float. If a method is provided to prevent flotation from occurring, Stages #1 and #2 can be combined, if approved by the Engineer.

In Stage #1, place Flowable Fill midway up on both sides of the utility. Allow to harden before placing Stage #2.

In Stage #2, place Flowable Fill to the bottom of the stone layer.

GENERAL NOTES

- The details provided in this standard index apply to cases in which back and bore or directional boring methods are not required by the Engineer.
- Flowable Fill shall not be placed directly over loose, or high plasticity, or weak material (see Index 305) which will cause settlement due to fill weight. Where highly compressible material exists, the amount, shape and depth of flowable fill must be engineered to prevent pavement settlement.
- These details do not apply to utility cuts longitudinal to the centerline of the roadway which may require the additional use of geotextiles, special bedding and backfill, or other special requirements.
- Method of construction must be approved by the Engineer.
- Some pipe may require special granular backfill up to 6" above top of pipe. Geotextiles may be required to encapsulate the special granular material.
- Where asphalt concrete overlies over full slab concrete pavement, the replacement pavement shall have an overlay constructed over the replacement slab. The overlay shall match the existing asphalt pavement thickness. The replacement friction course shall match the existing friction course, except structural course may be used in lieu of dense graded friction course.
- Existing broken and sealed pavements shall be treated as flexible pavements.
- All shoulder pavement, curb and gutter, and their substructure disturbed by utility trench construction shall be restored in kind.
- The use of Flowable Fill to reduce the time traffic is taken off a facility is acceptable but must have prior approval by the Engineer. Flowable Fill is allowed only when properly engineered for pavement crossings, whether straight or diagonal, and shall not be installed for significant depths or lengths. The maximum depth shall be 12" (12") feet and a maximum depth of six (6) feet unless supported by an engineering document prepared by a registered professional engineer that specializes in soils engineering. The engineering document shall address the evaluation of local groundwater flow, interruption and settlement potential.
- Exposable Flowable Fill is to be used when the Flowable Fill option is selected.
- When approved by the Engineer, in lieu of the pavement and base, non-removable Flowable Fill may be used for manhole stabilization and ring and cover adjustments. Exposable Flowable Fill shall not be used within the limits of the pavement and base.

FLEXIBLE PAVEMENT CUT

RIGID PAVEMENT CUT

TRENCH CUTS AND RESTORATIONS ACROSS ROADWAYS

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NOTES FOR UTILITY CONFLICT PIPE

- These details are for construction field expediency to resolve utility conflicts that cannot be remedied by relocation. For conflicts determined during design, use the construction shop drawings for structure details.
- Concrete used in conflict structures shall be as specified in ASTM C478, 4000 psi may be used in lieu of Class 2 concrete.
- Maximum spacing for pipe shall be the pipe OD plus 6". Mortar used to seal the pipe into the opening will be of such mix that shrinkage will not cause leakage into or out of the structure.
- If the conflict structure is round or there are multiple inlet or outlet pipes, then the wall section should be reviewed for strength.
- If during the plans design or construction process it is determined that a domestic water supply line must pass through a storm drain structure, it must be shown on the design or construction plans and submitted to the Florida Department of Environmental Protection (FDEP), Administrator For Drinking Water in Tallahassee for review and comment. This index provides accepted methods for addressing conflicts when and where they cannot be reasonably avoided. To be submitted along with the plans shall be a justification describing inordinate cost and the impracticality of avoidance. If identified, properly justified, and accomplished in accordance with this index, approval is granted. Upon request, the Utility Agency Owner (UAO) must provide support data on the cost of relocation or adjustment to the FDOT for submission to the FDEP. Failure to comply may result in work stoppage by FDEP.

SECTION LONGITUDINAL TO CARRIER PIPE

(Non-Pressure Or Non-Fluid Carrier Installations)

UTILITY CONFLICT CONDITION I

Carrier Casing: The Casing Shall Be Rotted To The Greatest Pressure Of Either The Carrier, That's Called For By Design Or That's Required By Construction. The Casing May Be Steel, Cast Iron, Ductile Iron Or Plastic. The Casing Can Be Seamless Or Sealed Half Sleeves.

SECTION LONGITUDINAL TO CARRIER PIPE

(Pressure Or Fluid Carrier Installations)

UTILITY CONFLICT CONDITION II

SECTION BB

SECTION AA

DESIGNER'S NOTE

"Sumps" Conflict Manholes Shall Not Be Used Unless The System Is Specifically Designed To Account For The Headloss Generated If The Sump Is Completely Blocked

UTILITY CONFLICT PIPES THRU STORM SEWER STRUCTURES

2008 FDOT Design Standards

Last Revision: 07/01/05

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PLAN VIEW

FOR TWO OR MORE LANES (TWO LANES SHOWN)

PARTIAL CUTS FOR RING AND COVER ADJUSTMENTS

NOTES

- No irregular seams are permitted. All seams must be clean sawed.
- Pavement cut seams for underground utility structures in rigid pavement are the same longitudinally, but the transverse seams shall extend to the nearest existing joint.
- See Sheet 1 for replacement pavement.

NON-TRENCH PAVEMENT CUTS FOR UNDERGROUND UTILITY STRUCTURES IN PAVEMENT

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Index No.: 307

CONCRETE SIDEWALK FOR CURBED ROADWAYS

JOINT LEGEND

A - Expansion Joints (Preformed Joint Filler)

B - Dummy Joints, Tooled

C - Formed Open Joints

D - Saw Cut Joints, 1/2" Deep (12 Hour) Max. 3' Centers

E - Saw Cut Joints, 1/2" Deep (12 Hour) Max. 30' Centers

F - Expansion Joints When Run Of Sidewalk Exceeds 120', intermediate openings when called for in the plans or at locations as directed by the Engineer.

G - Cold Joint With Bond Breaker, Tooled

NOTES FOR CONCRETE SIDEWALK ON CURBED ROADWAYS

- Sidewalks shall be constructed in accordance with Section 1222 of the FDOT Standard Specifications except for sidewalk curb ramp runs which shall be finished in accordance with Index No. 304.
- Bond breaker material can be any impermeable coating or sheet membrane or preformed individual having a thickness of not less than 6 mils nor more than 1/8".
- For public sidewalk curb ramps see Index No. 304.
- For turnouts see Index No. 305.
- Construct sidewalks with 1" thick Edge Beams through the limits of any surface mounted Pedestrian/Bicycle Picket Railings or Pipe Substituted shown in the plans.
- Sidewalk shall be paid for under the contract unit price for Sidewalk Concrete (--- Thick), S.Y.

CONCRETE SIDEWALK

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NOTE: INFORMATION ON THIS SHEET IS FROM FDOT REFERENCE DOCUMENTATION FOR USE ON PROJECTS WITHIN FDOT RIGHT-OF-WAY.

Thomas G. Walker, P.E.
Florida PE 31462

Date:

DRWG. NO.: C-703

SHT. 50 OF 55

DRAWING SIZE 24" x 36" - USE GRAPHIC SCALE OTHERWISE.

DESIGNED BY: NO. 1531/TGW

PROJECT MANAGER: LAURA S. ANDREWS, PE

FILE NAME: LBK_WTR_C-703_DWG

DATE: 10/17/08

ACCOUNT:

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UPSIZE POTABLE WATER TRANSMISSION MAIN

TOWN OF LONGBOAT KEY, SARASOTA COUNTY, FLORIDA

FDOT DETAILS 307 PG 1-3 & 310 PG 1

DRWG. NO.: C-703

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